

2003

Virginia Department of Transportation

Daily Traffic Volume Estimates

Including Vehicle Classification Estimates

where available

Jurisdiction Report

68

Orange County
Town of Gordonsville
Town of Orange

Prepared By

Virginia Department of Transportation

Mobility Management Division

In Cooperation With

U.S. Department of Transportation

Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Orange Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Orange County																
3	4.89	13000	G	From:	Culpeper County Line				F	0.078	F	0.531	13000	G	2003	
				To:	SR 20 Wilderness											
3	0.12	24000	G	From:	Spotsylvania County Line				F	0.074	F	0.501	24000	G	2003	
				To:												
Town of Gordonsville																
15 Martinsburg Ave	1.12	8900	G	From:	SCL Gordonsville				F	0.085	F	0.589	8900	G	2003	
				To:	S SR 231											
15	0.18	13000	N	From:	US 33				N	0.087	N	0.564	13000	N	2003	
				To:	NCL Gordonsville											
Orange County																
15	4.51	13000	G	From:	NCL Gordonsville				F	0.087	F	0.564	13000	G	2003	
				To:	68-639											
15	2.25	10000	G	From:	SCL Orange				C	0.087	F	0.502	10000	G	2003	
				To:												
Town of Orange																
15 James Madison Highwa	1.13	11000	G	From:	SCL Orange				C	0.088	F	0.506	11000	G	2003	
				To:	Old Gordonsville Road											
15 Caroline Street	0.28	14000	G	From:	S SR 20				C	0.086	F	0.526	14000	G	2003	
				To:	SR 20 Caroline Street											
15	0.17	13000	G	From:	Main Street				F	0.085	F	0.509	13000	G	2003	
				To:	Lafayette Street											
15 Madison Street	0.24	8800	G	From:	68-721 NCL Orange				C	0.087	F	0.517	8800	G	2003	
				To:												
Orange County																
15	1.32	7800	G	From:	68-721 NCL Orange				F	0.086	F	0.526	7800	G	2003	
				To:	Madison County Line											
20 Stony Point Rd	1.30	2300	G	From:	Albemarle County Line				F	0.106	F	0.583	2300	G	2003	
				To:	W US 33											
20 33	0.22	6500	G	From:	E US 33				F	0.092	F	0.583	6500	G	2003	
				To:	SR 231											
20	5.63	2700	G	From:	WCL Orange				C	0.09	F	0.541	2700	G	2003	
				To:												
Town of Orange																
20 W Main Street	0.47	5500	G	From:	SR 20 Bus				C	0.095	F	0.534	5500	G	2003	
				To:	N US 15											
20	0.15	5400	G	From:	W US 15				F	0.095	F	0.557	5500	G	2003	
				To:	E RT 15											
20 15	0.17	13000	G	From:	S US 15 Caroline Street				F	0.085	F	0.509	13000	G	2003	
				To:	68-612											
20 Berry Hill Road	0.66	10000	G	From:					C	0.088	F	0.529	10000	G	2003	
				To:												

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year		
						2Axle	3+Axle	1Trail	2Trail									
Town of Orange																		
20	0.08	11000	G	From:	68-612				F	0.088	F	0.535	11000	G	2003			
				To:	ECL Orange													
Orange County																		
20	2.24	11000	N	From:	ECL Orange				N	0.088	N	0.535	11000	N	2003			
				To:	68-629													
20	6.01	8000	G	From:	95%	0%	2%	0%	2%	0%	F	0.077	F	0.512	8000	G	2003	
20	2.28	6600	G	From:	US 522 East of Unionville				F	0.078	F	0.529	6700	G	2003			
				To:	68-650													
20	6.38	6500	G	From:	95%	0%	2%	0%	2%	0%	F	0.079	F	0.578	6500	G	2003	
20	4.73	8700	A	From:	68-611				C	0.095	A	0.582	8600	A	2003			
				To:	SR 3 Wilderness													
Town of Orange																		
Bus 20	Main Street	0.24	5900	G	From:	Caroline Street				C	0.096	F	0.525	5900	G	2003		
					To:	Main Street E												
Bus 20	Byrd Street	0.47	7200	G	From:	Main Street E				C	0.09	F	0.51	7200	G	2003		
					To:	N INT Berry Hill Rd												
Orange County																		
33	Spotswood Trail	4.51	6700	G	From:	Greene County Line				C	0.095	F	0.542	6700	G	2003		
					To:	W SR 20												
33		0.22	6500	G	From:	89%	0%	2%	4%	5%	0%	F	0.092	F	0.583	6500	G	2003
33		5.44	5200	G	From:	E SR 20				C	0.094	F	0.546	5300	G	2003		
					To:	WCL Gordonsville												
Town of Gordonsville																		
33		0.01	5200	N	From:	WCL Gordonsville				N	0.094	N	0.546	5300	N	2003		
					To:	SR 231 Old Blue Ridge Tmpk												
33		0.15	6500	G	From:	90%	1%	2%	2%	4%	0%	C	0.091	F	0.540	6500	G	2003
33	15	Martinsburg Ave	1.12	8900	G	From:	S SR 231				F	0.085	F	0.589	8900	G	2003	
						To:	SCL Gordonsville											
Orange County																		
231		0.58	4600	G	From:	Louisa County Line				F	0.089	F	0.631	4700	G	2003		
					To:	SCL Gordonsville												
Town of Gordonsville																		
231		0.58	4600	N	From:	SCL Gordonsville				N	0.089	N	0.631	4700	N	2003		
					To:	US 15 South of Gordonsville												
231	33	0.15	6500	G	From:	RT 15 & RT 33 GORDONSVILLE				C	0.091	F	0.540	6500	G	2003		
					To:	US 33 WEST OF GORDONSVILLE												
231		0.02	950	G	From:	94%	1%	2%	2%	2%	0%	C	0.105	F	0.583	950	G	2003
					To:	NCL Gordonsville												
Orange County																		
231		6.09	950	N	From:	NCL Gordonsville				N	0.105	N	0.583	950	N	2003		
					To:	SR 20												
231	Blue Ridge Turnpike	0.58	1200	G	From:	93%	1%	4%	1%	2%	0%	F	0.096	F	0.629	1200	G	2003
					To:	Madison County Line												

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						2Axle	3+Axle	1Trail	2Trail							
Orange County																
522	8.87	2000	G	From	Spotsylvania County Line					C	0.084	F	0.612	2000	G	2003
				To	SR 20											
522	6.84	3800	G	From	Culpeper County Line					F	0.084	F	0.654	3800	G	2003
				To												
600	4.70	540	R	From	68-629					NA				NA		12/02/2002
				To	SR 20 EAST											
600	1.50	170	R	From	SR 20 WEST					NA				NA		11/25/2002
				To												
600	1.56	130	R	From	1.50 MN SR 20					NA				NA		11/25/2002
				To	68-615											
601	3.70	570	R	From	SR 20					NA				NA		1999
				To	68-603											
601	0.60	930	R	From	SR 3					NA				NA		1999
				To												
602	2.20	390	R	From	68-741					NA				NA		1999
				To	68-621 WEST											
602	1.50	480	R	From	68-621 EAST					NA				NA		1999
				To	68-622											
602	1.50	160	R	From	68-692					NA				NA		12/02/2002
				To	68-611											
602	3.30	70	R	From	68-611					NA				NA		12/02/2002
				To												
603	1.20	250	R	From	68-685					NA				NA		1999
				To	0.30 MN 68-685											
603	0.30	250	R	From	68-715					NA				NA		12/02/2002
				To	2.90 MN 68-715											
603	2.90	80	R	From	68-614					NA				NA		1999
				To	68-601											
603	1.70	320	R	From	Dead End					NA				NA		12/02/2002
				To	68-621											
604	2.10	720	G	From	68-611					C	0.095	F	0.530	720	G	2003
				To												
605	0.30	120	R	From	68-621					NA				NA		12/02/2002
				To	68-698											
605	0.90	80	R	From	Dead End					NA				NA		12/02/2002
				To												
606	1.80	90	R	From	68-692					NA				NA		12/02/2002
				To	68-608											

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Orange County																
607	0.90	3600	G	From:	Greene County Line				C	0.107	F	0.568	3600	G	2003	
				To:	US 33											
608	1.00	1700	G	From:	Spotsylvania County Line				C	0.101	F	0.611	1700	G	2003	
				To:	68-606											
608	1.30	1700	G	From:	90% 2% 5% 1% 3% 0%				F	0.091	F	0.655	1700	G	2003	
				To:	68-621 WEST											
608	1.00	130	R	From:	68-621 EAST				NA			NA		12/02/2002		
				To:	Dead End											
609	0.10	410	G	From:	Greene County Line				F	0.121	F	0.542	410	G	2003	
				To:	68-610											
609	0.79	350	G	From:	97% 0% 1% 1% 1% 0%				F	0.136	F	0.555	350	G	2003	
				To:	68-676											
609	1.47	330	G	From:	97% 0% 1% 1% 1% 0%				F	0.126	F	0.593	340	G	2003	
				To:	68-644											
609	2.40	950	G	From:	97% 0% 1% 1% 1% 0%				C	0.105	F	0.602	960	G	2003	
				To:	SR 20											
610	1.30	120	R	From:	Greene County Line				NA			NA		09/03/2002		
				To:	68-609											
611	2.60	480	G	From:	US 522				0.089	F	0.633	480	G	2003		
				To:	68-663											
611	2.44	440	G	From:	97% 0% 2% 1% 1% 0%				F	0.096	F	0.565	440	G	2003	
				To:	68-672											
611	1.90	670	G	From:	0%				0.091	F	0.519	670	G	2003		
				To:	68-692 EAST											
611	4.46	1100	G	From:	97% 0% 2% 1% 1% 0%				C	0.095	F	0.696	1200	G	2003	
				To:	SR 20											
611	1.30	1200	G	From:	95% 0% 2% 1% 2% 0%				C	0.098	F	0.562	1200	G	2003	
				To:	68-604											
611	1.50	250	R	From:	0%				NA			NA		1999		
				To:	Spotsylvania County Line											
612	0.01	320	R	From:	Spotsylvania County Line				NA			NA		11/25/2002		
				To:	68-661											
612	2.51	370	R	From:	69-661				NA			NA		11/25/2002		
				To:	68-651 EAST											
612	0.05	640	R	From:	0%				NA			NA		11/25/2002		
				To:	68-651 WEST											
612	1.12	540	R	From:	0%				NA			NA		11/25/2002		
				To:	68-669 EAST											
612	2.48	1100	G	From:	98% 0% 1% 1% 1% 0%				F	0.090	F	0.544	1200	G	2003	
				To:	68-669 WEST											
612	3.90	1500	G	From:	98% 0% 1% 1% 1% 0%				C	0.089	F	0.619	1500	G	2003	
				To:	68-703											
612	0.90	1900	G	From:	98% 0% 1% 1% 1% 0%				F	0.093	F	0.667	1900	G	2003	
				To:	68-637											
612	1.98	1900	G	From:	98% 0% 1% 1% 1% 0%				F	0.091	F	0.621	1900	G	2003	
				To:	68-631											
612	1.98	1900	G	From:	69-631				F	0.091	F	0.621	1900	G	2003	
				To:	SR 20											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Orange County																	
613	0.40	170	R	From:	Dead End						NA			NA		09/03/2002	
				To:	68-670												
614	3.98	330	R	From:	68-611						NA			NA		1999	
				To:	68-603												
615	3.30	1300	G	From:	ECL Orange					C	0.097	F	0.611	1300	G	2003	
				To:	68-600												
615	1.18	1300	G	From:	89%	1%	3%	5%	2%	0%	F	0.099	F	0.668	1300	G	2003
				To:	68-627												
615	1.13	1200	G	From:	89%	1%	3%	5%	2%	0%	F	0.105	F	0.643	1200	G	2003
				To:	Culpeper County Line												
616	0.79	100	R	From:	Dead End						NA			NA		11/14/2002	
				To:	0.79 ME Dead End												
616	0.11	100	R	From:	68-633						NA			NA		11/14/2002	
				To:	68-641												
616	0.30	380	R	From:	68-641						NA			NA		11/14/2002	
				To:	SR 20												
617	1.67	540	R	From:	SR 20						NA			NA		1999	
				To:	68-666												
617	1.75	380	R	From:	68-627						NA			NA		1999	
				To:	US 522												
618	0.90	160	R	From:	Greene County Line						NA			NA		09/03/2002	
				To:	68-657												
619	2.80	90	R	From:	68-624						NA			NA		12/02/2002	
				To:	68-692												
620	1.45	70	R	From:	68-611 SOUTH						NA			NA		12/02/2002	
				To:	68-681												
620	2.75	90	R	From:	68-611 NORTH						NA			NA		12/02/2002	
				To:	Dead End												
621	0.30	20	R	From:	US 522 NORTH						NA			NA		12/02/2002	
				To:	US 522 SOUTH												
621	2.03	1000	R	From:	2.03 ME US 522						NA			NA		12/02/2002	
				To:	68-770 WEST												
621	0.19	830	R	From:	68-770 EAST						NA			NA		1999	
				To:	68-602 WEST												
621	0.05	800	R	From:	68-602 WEST						NA			NA		1999	
				To:	68-602 EAST												

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Orange County																
621	2.07	870	R	From:	68-602 EAST					NA			NA		1999	
				To:	SR 20 WEST											
621	1.70	1800	G	From:	SR 20 EAST				C	0.101	F	0.637	1800	G	2003	
				To:	68-692				F							
621	2.00	1500	G	From:	68-608 WEST				F	0.091	F	0.514	1500	G	2003	
				To:	68-604				F							
621	1.20	1400	R	From:	Spotsylvania County Line					NA			NA		1999	
				To:	68-602											
622	1.60	220	R	From:	68-672					NA			NA		12/02/2002	
				To:	68-663											
623	2.30	250	R	From:	SR 20					NA			NA		1999	
				To:	Dead End											
624	1.00	80	R	From:	68-651					NA			NA		12/02/2002	
				To:	68-619											
624	3.50	140	R	From:	68-650					NA			NA		1999	
				To:	Dead End											
625	2.50	450	R	From:	68-712					NA			NA		11/25/2002	
				To:	SR 20											
625	0.35	930	R	From:	68-627					NA			NA		12/02/2002	
				To:	68-636											
626	3.90	30	R	From:	68-615					NA			NA		1999	
				To:	68-636											
627	0.40	530	R	From:	68-626					NA			NA		1999	
				To:	68-617											
627	4.40	330	R	From:	SR 20					NA			NA		1999	
				To:	68-747											
628	2.70	47	R	From:	68-627					NA			NA		12/02/2002	
				To:	68-651											
628	1.00	80	R	From:	US 522					NA			NA		1999	
				To:	68-669				F							
629	1.51	380	R	From:	66-630				F	0.106	F	0.589	540	G	2003	
				To:	68-630				F							
629	1.74	540	G	From:	68-630				F	0.096	F	0.529	680	G	2003	
				To:	68-724				C							

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						2Axle	3+Axle	1Trail	2Trail							
Orange County																
629	1.06	1100	G	From:	68-724				F	0.094	F	0.613	1100	G	2003	
				To:	68-739											
629	0.99	1400	G	From:	68-1101				F	0.096	F	0.613	1400	G	2003	
				To:	SR 20											
629	0.99	1800	G	From:	68-669				C	0.105	F	0.601	1900	G	2003	
				To:	68-677											
630	0.55	70	R	From:	0.10 MN 68-677				NA			NA		11/25/2002		
				To:	68-629											
631	1.40	440	R	From:	68-612				NA			NA		11/25/2002		
				To:	68-629											
631	1.10	420	R	From:	SR 20				NA			NA		11/25/2002		
				To:	US 15											
632	0.23	470	R	From:	68-700				NA			NA		11/25/2002		
				To:	68-717											
632	0.05	150	R	From:	0.55 ME 68-717				NA			NA		11/25/2002		
				To:	Dead End											
633	2.51	240	R	From:	68-616				NA			NA		11/25/2002		
				To:	68-736											
633	0.19	350	R	From:	68-674				F	0.102	F	0.636	630	G	2003	
				To:	68-635											
633	0.42	680	G	From:	WCL Orange				C	0.113	F	0.628	680	G	2003	
				To:	Madison County Line											
634	0.54	20	R	From:	Dead End				NA			NA		11/25/2002		
				To:	US 15											
635	0.79	80	R	From:	SR 20				NA			NA		11/25/2002		
				To:	68-633											
636	1.50	220	R	From:	68-627				NA			NA		1999		
				To:	68-689											
636	1.50	150	R	From:	1.50 MN 68-689				NA			NA		12/02/2002		
				To:	68-626											
636	0.50	200	R	From:	US 522				NA			NA		1999		
				To:												

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						2Axle	3+Axle	1Trail	2Trail							
Orange County																
637	2.18	550	G	From:	68-647					C	0.12	F	0.559	560	G	2003
				To:	68-612											
638	3.79	160	R	From:	68-612						NA			NA		11/21/2002
				To:	3.79 MS 68-612											
638	1.81	530	R	From:							NA			NA		11/21/2002
				To:	68-643											
638	2.60	1200	R	From:							NA			NA		11/21/2002
				To:	68-647											
639	2.59	360	R	From:	Louisa County Line						NA			NA		11/21/2002
				To:	68-643											
639	2.90	780	G	From:	96%	1%	2%	0%	1%	F	0.131	F	0.68	780	G	2003
				To:	68-647											
639	0.20	1700	G	From:	96%	1%	2%	0%	1%	C	0.115	F	0.589	1700	G	2003
				To:	US 15											
639	0.75	270	R	From:							NA			NA		11/14/2002
				To:	0.75 MW US 15											
639	0.35	100	R	From:							NA			NA		11/14/2002
				To:	1.10 MW US 15											
639	2.30	100	R	From:							NA			NA		11/14/2002
				To:	68-655											
639	0.33	480	R	From:							NA			NA		11/14/2002
				To:	SR 20											
640	0.20	40	R	From:	68-692						NA			NA		12/02/2002
				To:	Dead End											
641	0.07	120	R	From:	SR 231						NA			NA		11/14/2002
				To:	0.07 ME SR 231											
641	2.24	110	R	From:							NA			NA		11/14/2002
				To:	2.31 ME SR 231											
641	0.46	150	R	From:							NA			NA		11/14/2002
				To:	68-693											
641	0.50	400	R	From:							NA			NA		11/14/2002
				To:	68-616											
642	0.45	380	R	From:	68-647						NA			NA		11/21/2002
				To:	68-694											
642	0.15	150	R	From:							NA			NA		11/21/2002
				To:	68-639											
Town of Gordonsville																
643	0.32	620	G	From:	68-1014					C	0.111	F	0.677	620	G	2003
				To:	ECL Gordonsville											
Orange County																
643	0.09	910	G	From:	ECL Gordonsville					F	0.111	F	0.630	910	G	2003
				To:	68-750											
643	0.58	530	G	From:	96%	1%	3%	0%	0%	F	0.107	F	0.684	530	G	2003
				To:	68-690											
643	5.57	340	G	From:	96%	1%	3%	0%	0%	F	0.139	F	0.634	340	G	2003
				To:	68-639											

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2Axle 3+Axle 1Trail 2Trail																
Orange County																
643	0.73	830	R	From:	68-639						NA			NA		11/21/2002
				To:	68-638											
644	2.20	320	R	From:	Albemarle County Line						NA			NA		09/03/2002
				To:	US 33											
644	1.13	950	G	95%	0%	3%	1%	0%	0%	C	0.101	F	0.564	950	G	2003
644	1.12	810	G	From:	68-657					C	0.099	F	0.564	810	G	2003
				To:	68-655											
644	1.76	670	G	98%	0%	1%	2%	0%	0%	F	0.11	F	0.52	680	G	2003
				To:	68-609											
645	0.50	180	R	From:	Albemarle County Line						NA			NA		11/18/2002
				To:	US 33											
646	0.60	300	R	From:	Albemarle County Line						NA			NA		11/18/2002
				To:	US 33											
646	2.10	160	R	From:	US 33						NA			NA		11/18/2002
				To:	SR 231											
647	1.57	980	G	From:	68-639					F	0.102	F	0.529	990	G	2003
				To:	68-638; 68-688											
647	0.31	2200	G	96%	1%	1%	1%	1%	0%	F	0.094	F	0.545	2300	G	2003
				To:	68-637											
647	1.65	2700	G	96%	1%	1%	1%	1%	0%	C	0.093	F	0.58	2700	G	2003
				To:	SCL Orange											
648	0.67	10	R	From:	Dead End						NA			NA		11/21/2002
				To:	0.67 MN Dead End											
648	0.40	230	R	From:	0.67 MN Dead End						NA			NA		11/21/2002
				To:	68-643											
649	2.18	80	R	From:	US 522						NA			NA		11/25/2002
				To:	68-629											
650	0.20	120	R	From:	Dead End						NA			NA		12/02/2002
				To:	68-669											
650	0.50	430	R	From:	68-669						NA			NA		12/02/2002
				To:	US 522											
650	3.30	460	R	From:	US 522						NA			NA		1999
				To:	68-624											
650	0.09	1300	R	From:	68-624						NA			NA		1999
				To:	SR 20											
651	2.20	170	R	From:	Louisa County Line						NA			NA		11/25/2002
				To:	68-612 WEST											
651	3.10	320	R	From:	68-612 EAST						NA			NA		11/25/2002
				To:	US 522											
651	2.50	200	R	From:	US 522						NA			NA		1999
				To:	68-629											
651	1.50	320	R	From:	68-629						NA			NA		1999
				To:	68-624											

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						2Axle	3+Axle	1Trail	2Trail							
Orange County																
(651)	2.90	250	R	From:	68-624					NA			NA		1999	
				To:												
(651)	1.00	420	R	From:	68-692					NA			NA		1999	
				To:	Spotsylvania County Line											
(652)	1.40	100	R	From:	US 33					NA			NA		09/03/2002	
				To:	Dead End											
(653)	1.50	180	R	From:	68-651					NA			NA		1999	
				To:	Spotsylvania County Line											
(654)	0.50	50	R	From:	SR 231 SOUTH					NA			NA		11/14/2002	
				To:	68-732											
(654)	0.40	40	R	From:						NA			NA		11/14/2002	
				To:	SR 231 NORTH											
(655)	1.80	90	R	From:	68-644					NA			NA		09/03/2002	
				To:	68-656											
(655)	1.89	130	R	From:						NA			NA		09/03/2002	
				To:	1.89 ME 68-656											
(655)	0.03	130	R	From:						NA			NA		09/03/2002	
				To:	SR 20 NORTH											
(655)	1.93	320	R	From:	SR 20 SOUTH					NA			NA		11/14/2002	
				To:	SR 231 NORTH											
(655)	3.10	190	R	From:	SR 231 SOUTH					NA			NA		11/14/2002	
				To:	68-639											
(656)	0.62	45	R	From:	68-655					NA			NA		09/03/2002	
				To:	Dead End											
(657)	1.75	400	R	From:	US 33					NA			NA		09/03/2002	
				To:	68-644											
(657)	0.95	370	R	From:						NA			NA		09/03/2002	
				To:	68-618											
(657)	1.60	130	R	From:						NA			NA		09/03/2002	
				To:	Greene County Line											
(658)	0.65	150	R	From:	Dead End					NA			NA		09/03/2002	
				To:	68-659											
(658)	0.80	300	R	From:						NA			NA		09/03/2002	
				To:	US 33											
(659)	0.60	140	R	From:	Dead End					NA			NA		09/03/2002	
				To:	68-658											
(660)	2.00	60	R	From:	68-621					NA			NA		12/02/2002	
				To:	68-692											
(661)	0.50	30	R	From:	Dead End					NA			NA		11/25/2002	
				To:	68-612											
(662)	0.30	130	R	From:	Dead End					NA			NA		11/21/2002	
				To:	68-621											

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2Axle 3+Axle 1Trail 2Trail																
Orange County																
663	1.35	470	R	From:	US 522						NA			NA		1999
				To:	68-622											
663	1.20	140	R	From:							NA			NA		1999
				To:	68-611											
664	1.10	190	R	From:	Albemarle County Line						NA			NA		09/03/2002
				To:	US 33											
665	0.50	290	R	From:	68-738						NA			NA		09/03/2002
				To:	Dead End											
666	1.60	60	R	From:	68-617						NA			NA		12/02/2002
				To:	68-627											
667	0.09	46	R	From:	SR 3						NA			NA		12/02/2002
				To:	0.09 MN SR 3											
667	1.00	46	R	From:							NA			NA		12/02/2002
				To:	Dead End											
668	0.25	90	R	From:	SR 20						NA			NA		09/03/2002
				To:	Dead End											
669	1.25	800	G	96%	0%	2%	1%	1%	0%	F	0.092	F	0.662	800	G	2003
				To:	68-612 SOUTH											
669	0.10	1300	G	96%	0%	2%	1%	1%	0%	C	0.087	F	0.626	1300	G	2003
				To:	68-612 NORTH											
669	3.78	490	G	96%	0%	2%	1%	1%	0%	F	0.099	F	0.729	490	G	2003
				To:	68-629											
669	4.70	380	R	From:							NA			NA		1994
				To:	68-671											
670	1.25	550	R	From:	Greene County Line						NA			NA		09/03/2002
				To:	68-607											
671	0.86	590	R	From:	SR 20 WEST						NA			NA		12/02/2002
				To:	68-669											
671	0.84	890	R	From:							NA			NA		12/02/2002
				To:	US 522 Gap Terminus											
671	0.47	70	R	From:	SR 20 MID						NA			NA		12/02/2002
				To:	SR 20 EAST											
672	2.00	200	R	From:	68-622						NA			NA		1999
				To:	68-611											
673	2.60	47	R	From:	68-700						NA			NA		11/25/2002
				To:	68-615											
674	0.28	340	R	From:	68-633						NA			NA		11/25/2002
				To:	68-737											
674	1.62	300	R	From:							NA			NA		11/29/2002
				To:	US 15											
675	0.40	80	R	From:	Dead End						NA			NA		11/14/2002
				To:	SR 20											

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						2Axle	3+Axle	1Trail	2Trail							
Orange County																
676	0.70	90	R	From:	68-609					NA			NA			09/03/2002
				To:	Dead End											
677	1.71	70	R	From:	68-612					NA			NA			11/25/2002
				To:	68-630											
678	0.50	230	R	From:	US 33 NORTH					NA			NA			09/03/2002
				To:	SR 20											
678	0.05	220	R	From:						NA			NA			09/03/2002
678	0.83	360	R	From:	68-738					NA			NA			09/03/2002
				To:	US 33 SOUTH											
679	0.80	30	R	From:	Dead End					NA			NA			11/14/2002
				To:	SR 231											
680	0.11	60	R	From:	Dead End					NA			NA			1999
				To:	68-647											
681	1.00	30	R	From:	68-620					NA			NA			12/02/2002
				To:	Dead End											
682	0.55	160	R	From:	Dead End					NA			NA			11/21/2002
				To:	68-638											
683	0.23	40	R	From:	68-624					NA			NA			12/26/2002
				To:	Cul-de-Sac											
684	0.50	30	R	From:	Dead End					NA			NA			12/02/2002
				To:	68-611											
685	0.35	90	R	From:	68-603					NA			NA			12/02/2002
				To:	Dead End											
686	0.80	70	R	From:	US 15 SOUTH					NA			NA			11/21/2002
				To:	US 15 NORTH											
687	1.90	80	R	From:	Spotsylvania County Line					NA			NA			12/02/2002
				To:	68-651											
688	0.30	360	R	From:	68-647					NA			NA			11/21/2002
				To:	68-637											
689	0.31	10	R	From:	Culpeper County Line					NA			NA			12/02/2002
				To:	68-636											
690	0.69	700	R	From:	68-643					NA			NA			11/21/2002
				To:	US 15											
Town of Gordonsville																
691	0.12	1000	R	From:	SCL Gordonsville					NA			NA			11/18/2002
				To:	68-1015											
Orange County																
692	2.20	530	R	From:	68-651					NA			NA			1999
				To:	68-619; 68-660											

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						2Axle	3+Axle	1Trail	2Trail							
Orange County																
(692)	0.90	680	R	From:	68-619; 68-660					NA			NA			1999
(692)	0.70	800	R	To:	68-606					NA			NA			1999
(692)	2.00	340	R	From:	68-621					NA			NA			1999
(692)	1.40	900	G	To:	SR 20 WEST											
(692)	1.74	450	G	From:	SR 20 EAST				C	0.087	F	0.731	900	G		2003
(692)	1.30	380	G	To:	68-602				F	0.089	F	0.552	460	G		2003
(692)	0.03	90	R	From:	68-640				F	0.104	F	0.506	380	G		2003
(692)	0.96	90	R	To:	68-611					NA			NA			1999
(692)	0.60	360	R	From:	0.03 MN 68-611					NA			NA			1999
(693)	0.20	60	R	To:	Dead End											
(693)	0.60	360	R	From:	SR 20					NA			NA			11/14/2002
(694)	0.20	60	R	To:	68-641											
(694)	0.20	60	R	From:	68-642					NA			NA			11/21/2002
(695)	0.30	80	R	To:	Dead End											
(695)	0.30	80	R	From:	68-602					NA			NA			1999
(696)	0.80	80	R	To:	Dead End											
(696)	0.80	80	R	From:	68-612					NA			NA			11/25/2002
(697)	1.60	290	R	To:	Dead End											
(697)	1.60	290	R	From:	68-627					NA			NA			1999
(698)	0.30	40	R	To:	Dead End											
(698)	0.30	40	R	From:	68-605					NA			NA			12/02/2002
(699)	0.30	40	R	To:	Dead End											
(699)	0.30	40	R	From:	68-674					NA			NA			11/25/2002
(700)	1.70	310	R	To:	68-632											
(700)	1.70	310	R	From:	1.70 ME 68-632					NA			NA			11/25/2002
(700)	0.70	110	R	To:	68-673											
(700)	2.00	60	R	From:	68-615					NA			NA			11/25/2002
(701)	0.40	290	R	To:	68-617											
(701)	0.40	290	R	From:	US 522					NA			NA			1999
(702)	0.24	260	R	To:	68-641											
(702)	0.24	260	R	From:	Dead End					NA			NA			11/14/2002
(703)	0.20	70	R	To:	68-612											
(703)	0.20	70	R	From:	Dead End					NA			NA			11/21/2002

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						2Axle	3+Axle	1Trail	2Trail							
Orange County																
704	0.15	90	R	From:	Dead End					NA			NA		12/02/2002	
				To:	Spotsylvania County Line											
Spotsylvania County																
704	0.05	90	R	From:	Orange County Line					NA			NA		12/02/2002	
				To:	88-601											
Orange County																
705	0.54	60	R	From:	Dead End					NA			NA		11/14/2002	
				To:	SR 231											
706	0.40	30	R	From:	Dead End					NA			NA		11/21/2002	
				To:	US 15											
707	0.58	170	R	From:	Dead End					NA			NA		11/25/2002	
				To:	68-629											
708	0.40	100	R	From:	SR 3					NA			NA		1999	
				To:	Dead End											
709	0.80	80	R	From:	68-608					NA			NA		12/02/2002	
				To:	Dead End											
710	0.20	20	R	From:	Dead End					NA			NA		11/18/2002	
				To:	SCL Gordonsville											
711	0.20	340	R	From:	SR 3					NA			NA		1999	
				To:	Dead End											
712	0.30	NA		From:	Dead End					NA			NA			
				To:	68-625											
713	0.60	100	R	From:	US 33					NA			NA		09/03/2002	
				To:	Dead End											
714	0.70	110	R	From:	68-600					NA			NA		12/02/2002	
				To:	Dead End											
715	0.25	20	R	From:	68-603					NA			NA		12/02/2002	
				To:	Dead End											
716	0.25	20	R	From:	68-604					NA			NA		12/02/2002	
				To:	Dead End											
717	0.20	30	R	From:	Dead End					NA			NA		11/25/2002	
				To:	68-632											
718	0.40	590	R	From:	Dead End					NA			NA		11/21/2002	
				To:	US 15											
719	0.97	300	R	From:	US 522					NA			NA		1999	
				To:	Spotsylvania County Line											
720	0.07	NA		From:	SR 20					NA			NA			
				To:	Spotsylvania County Line											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Orange County																
721	0.54	40	R	From:	US 15 SOUTH						NA			NA		11/25/2002
				To:	US 15 NORTH											
722	0.02	20	R	From:	68-721						NA			NA		11/25/2002
				To:	US 15											
723	0.25	30	R	From:	US 15 SOUTH						NA			NA		11/25/2002
				To:	US 15 NORTH											
724	0.50	130	R	From:	68-629						NA			NA		11/25/2002
				To:	Dead End											
725	0.90	130	R	From:	SR 20						NA			NA		1999
				To:	Dead End											
726	0.35	45	R	From:	Dead End						NA			NA		11/14/2002
				To:	SR 231											
727	0.45	140	R	From:	68-741						NA			NA		1999
				To:	Dead End											
728	0.10	60	R	From:	68-629						NA			NA		11/25/2002
				To:	Dead End											
729	0.47	70	R	From:	SR 20						NA			NA		12/02/2002
				To:	Dead End											
730	0.40	50	R	From:	Dead End						NA			NA		11/21/2002
				To:	68-639											
731	0.50	110	R	From:	Dead End						NA			NA		09/03/2002
				To:	68-644											
732	1.30	60	R	From:	Dead End						NA			NA		11/14/2002
				To:	68-654											
733	0.23	30	R	From:	68-612 SOUTH						NA			NA		11/21/2002
				To:	68-612 NORTH											
734	0.50	110	R	From:	Dead End						NA			NA		1999
				To:	68-624											
735	0.20	120	R	From:	Cul-de-Sac						NA			NA		1999
				To:	68-647											
736	0.40	70	R	From:	68-633						NA			NA		1999
				To:	68-674											
737	0.43	60	R	From:	68-674						NA			NA		11/29/2002
				To:	Dead End											
738	0.26	240	R	From:	SR 20 WEST						NA			NA		09/03/2002
738	1.00	310	R	To:	US 33											
738				From:							NA			NA		09/03/2002
				To:	SR 20 MID											

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						2Axle	3+Axle	1Trail	2Trail							
Orange County																
738	0.30	30	R	From:	SR 20 MID						NA			NA		09/03/2002
				To:	SR 20 EAST											
739	0.60	180	R	From:	68-629						NA			NA		11/25/2002
				To:	Dead End											
740	0.60	80	R	From:	SR 20 WEST						NA			NA		1999
				To:	SR 20 EAST											
741	1.02	790	R	From:	SR 20 WEST						NA			NA		1999
				To:	68-602											
741	0.72	390	R	From:	68-602						NA			NA		1999
				To:	SR 20 EAST											
742	0.67	110	R	From:	68-621						NA			NA		1999
				To:	SR 20											
743	0.10	270	R	From:	SR 20						NA			NA		12/02/2002
				To:	68-741											
744	0.25	130	R	From:	Dead End						NA			NA		11/25/2002
				To:	68-629											
745	0.12	45	R	From:	Dead End						NA			NA		11/21/2002
				To:	US 15											
746	0.13	20	R	From:	68-655						NA			NA		11/14/2002
				To:	Dead End											
747	0.25	60	R	From:	Dead End						NA			NA		12/02/2002
				To:	68-628											
748	0.30	80	R	From:	Dead End						NA			NA		09/03/2002
				To:	SR 20											
750	0.06	320	R	From:	68-643						NA			NA		1999
				To:	68-752											
751	0.18	70	R	From:	Dead End						NA			NA		11/14/2002
				To:	68-616											
752	0.04	40	R	From:	68-750						NA			NA		11/21/2002
				To:	Cul-de-Sac											
753	0.16	NA		From:	Dead End/						NA			NA		
				To:	68-00646(L)/											
754	0.14	NA		From:	Cul-de-Sac/						NA			NA		
				To:	68-00643(B)/											
755	0.60	220	R	From:	Dead End						NA			NA		12/02/2002
				To:	68-692											
756	0.33	NA		From:	Cul-de-Sac/						NA			NA		
				To:	68-00608(B)/											

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2Axle 3+Axle 1Trail 2Trail																
Orange County																
757	0.90	170	R	From	68-611						NA			NA		1999
				To	Cul-de-Sac											
758	0.55	NA		From	68-00619(U)/68-00660(L)/68-00692(B)/						NA			NA		
				To	68-00755(L)/RT 619(R)/											
760	0.86	120	R	From	SR 3						NA			NA		1999
				To	Cul-de-Sac											
762	0.50	180	R	From	68-602						NA			NA		1999
				To	Dead End											
765	0.61	180	R	From	US 33						NA			NA		1999
				To	68-766											
765	0.11	45	R	From	68-766						NA			NA		11/18/2002
				To	Dead End											
766	0.08	50	R	From	68-765						NA			NA		1999
				To	Dead End											
770	0.28	30	R	From	68-621 SOUTH						NA			NA		12/02/2002
				To	68-621 NORTH											
777	0.80	300	R	From	Albemarle County Line						NA			NA		09/03/2002
				To	68-678											
780	0.71	NA		From	Dead End/						NA			NA		
				To	68-00647(B)/											
781	0.08	NA		From	68-00780(B)/						NA			NA		
				To	Cul-de-Sac/											
Town of Gordonsville																
1000	0.12	50	R	From	68-1014						NA			NA		12/02/2002
				To	Dead End											
1001	0.11	90	R	From	68-1002						NA			NA		11/21/2002
				To	68-1011											
1002	0.24	70	R	From	68-1001						NA			NA		11/21/2002
				To	68-1004											
1003	0.10	110	R	From	Dead End						NA			NA		11/18/2002
				To	68-1004											
1003	0.13	440	R	From	68-1004						NA			NA		11/18/2002
				To	SR 231											
1004	0.09	200	R	From	Duke Street						NA			NA		11/18/2002
				To	68-1003											
1004	0.24	460	R	From	68-1003						NA			NA		11/18/2002
				To	68-1009											
1004	0.09	410	R	From	68-1009						NA			NA		11/18/2002
				To	US 15											
1004	0.07	660	R	From	US 15						NA			NA		11/21/2002
				To	68-1030											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Gordonsville																
1004	0.41	670	R	From:	68-1030						NA			NA		11/21/2002
				To:	68-643											
1005	0.34	150	R	From:	68-1004						NA			NA		11/21/2002
				To:	68-1030											
1006	0.60	3000	G	94%	0%	2%	0%	4%	0%	C	0.081	F	0.613	3000	G	2003
				To:	SR 231											
1007	0.06	60	R	From:	68-1029						NA			NA		11/18/2002
				To:	68-1006											
1007	0.10	280	R	From:							NA			NA		11/18/2002
				To:	Dead End											
1008	0.16	340	R	From:	68-1006						NA			NA		11/18/2002
				To:	US 15											
1008	0.24	170	R	From:							NA			NA		11/21/2002
				To:	68-1004											
1009	0.10	30	R	From:	68-1008						NA			NA		11/18/2002
				To:	68-1004											
1010	0.08	120	R	From:	68-1011						NA			NA		11/21/2002
				To:	68-1008											
1011	0.18	530	R	From:	US 15						NA			NA		11/21/2002
				To:	68-1002											
1012	0.11	420	R	From:	68-1024						NA			NA		11/18/2002
				To:	68-1013											
1012	0.10	980	G	97%	0%	2%	0%	0%	0%	C	0.109	F	0.663	990	G	2003
1012	0.26	240	R	From:	US 15						NA			NA		11/18/2002
				To:	68-1028											
1013	0.08	650	G	97%	0%	2%	0%	0%	0%	C	0.093	F	0.536	650	G	2003
				To:	68-1014											
1014	0.16	300	R	From:	68-1024						NA			NA		11/18/2002
				To:	68-1013											
1014	0.04	470	G	98%	1%	1%	0%	0%	0%	C	0.112	F	0.674	470	G	2003
1015	0.16	240	R	From:	SCL Gordonsville						NA			NA		11/18/2002
				To:	68-691											
1015	0.22	1200	R	From:							NA			NA		11/18/2002
				To:	US 15											
1016	0.11	60	R	From:	68-1008						NA			NA		11/18/2002
				To:	68-1004											
1016	0.16	80	R							NA				NA		11/18/2002
				To:	SR 231											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Gordonsville																
1017	0.23	410	R	From:	68-1037						NA			NA		11/18/2002
				To:	68-1006											
1018	0.07	60	R	From:	US 15						NA			NA		11/18/2002
				To:	68-1017											
1018	0.06	60	R	From:	68-1012						NA			NA		11/18/2002
				To:	68-1037											
1019	0.11	140	R	From:	US 15						NA			NA		11/18/2002
				To:	68-1015											
1019	0.10	NA		From:	68-1011						NA			NA		
				To:	68-1008											
1020	0.09	NA		From:	68-1012						NA			NA		
				To:	68-1007											
1021	0.09	130	R	From:	Dead End; Gap Terminus						NA			NA		11/18/2002
				To:	68-1004											
1021	0.21	320	R	From:	SR 231						NA			NA		11/18/2002
				To:	68-1015											
1022	0.20	220	R	From:	68-1014						NA			NA		11/18/2002
				To:	68-1002											
1023	0.17	40	R	From:	Dead End						NA			NA		11/21/2002
				To:	68-1012											
1024	0.10	180	R	From:	68-1014						NA			NA		11/18/2002
				To:	68-225, ECL Gordonsville											
1024	0.07	160	R	From:	SR 231						NA			NA		11/18/2002
				To:	NCL Gordonsville											
1024	0.27	80	R	From:	68-1014						NA			NA		11/18/2002
				To:	Dead End											
1025	0.10	900	R	From:							NA			NA		11/18/2002
				To:												
1026	0.11	230	R	From:							NA			NA		11/18/2002
				To:												
Orange County																
1027	0.10	70	R	From:	Dead End						NA			NA		11/18/2002
				To:	SR 231											
Town of Gordonsville																
1028	0.09	70	R	From:	68-1012						NA			NA		11/18/2002
				To:	Dead End											
1029	0.21	40	R	From:	68-1012						NA			NA		11/18/2002
				To:	Dead End											
1030	0.24	330	R	From:	68-1004						NA			NA		11/21/2002
				To:	68-1005											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Gordonsville																
1030	0.04	580	R	From:	68-1005					NA		NA	11/21/2002			
				To:	US 15											
1031	0.04	40	R	From:	Dead End					NA		NA	11/21/2002			
				To:	68-1030											
1032	0.08	70	R	From:	68-1030					NA		NA	11/21/2002			
				To:	68-1005											
1033	0.14	40	R	From:	68-1030					NA		NA	11/21/2002			
				To:	68-1005											
1034	0.23	800	R	From:	Dead End					NA		NA	11/18/2002			
				To:	68-1006											
Orange County																
1035	0.05	40	R	From:	Dead End					NA		NA	1999			
				To:	68-1036											
1035	0.06	70	R	From:						NA		NA	1999			
				To:	WCL Gordonsville											
Town of Gordonsville																
1035	0.11	110	R	From:	WCL Gordonsville					NA		NA	1999			
				To:	68-1036											
1035	0.05	210	R	From:						NA		NA	1999			
				To:	68-1017											
Orange County																
1036	0.11	160	R	From:	68-1035					NA		NA	1999			
				To:	WCL Gordonsville											
Town of Gordonsville																
1036	0.04	180	R	From:	WCL Gordonsville					NA		NA	1999			
				To:	68-1035											
1037	0.10	130	R	From:	SCL Louisa					NA		NA	11/18/2002			
				To:	68-1019											
1037	0.08	130	R	From:						NA		NA	11/18/2002			
				To:	68-1017											
1038	0.13	50	R	From:	Dead End					NA		NA	11/18/2002			
				To:	68-1004											
Orange County																
1040	0.09	20	R	From:	Cul-de-Sac					NA		NA	11/21/2002			
				To:	68-1041											
1040	0.09	100	R	From:						NA		NA	11/21/2002			
				To:	68-647											
1041	0.06	30	R	From:	68-1040					NA		NA	11/21/2002			
				To:	Cul-de-Sac											
1050	1.43	210	R	From:	Cul-de-Sac					NA		NA	12/02/2002			
				To:	68-601											



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						2Axle	3+Axle	1Trail	2Trail							
Orange County																
1051	0.55	60	R	From:	68-1052						NA			NA		12/02/2002
				To:	68-603											
1052	0.23	45	R	From:	68-1053						NA			NA		12/02/2002
				To:	68-1050											
1053	0.43	9	R	From:	68-1050						NA			NA		12/02/2002
				To:	68-1052											
1059	0.14	6400	R	From:	SR 3						NA			NA		12/02/2002
				To:	Dead End											
1060	0.08	20	R	From:	Cul-de-Sac						NA			NA		1999
				To:	68-1061 WEST											
1060	0.32	120	R	From:	68-1061 WEST						NA			NA		1999
				To:	68-1061 EAST											
1060	0.06	250	R	From:	68-1061 EAST						NA			NA		1999
				To:	68-692											
1061	0.56	100	R	From:	68-1060 WEST						NA			NA		1999
				To:	68-1060 EAST											
1061	0.17	20	R	From:	68-1060 EAST						NA			NA		1999
				To:	Dead End											
1062	0.57	200	R	From:	Dead End						NA			NA		12/02/2002
				To:	68-692											
1063	0.61	100	R	From:	Dead End						NA			NA		12/02/2002
				To:	68-1062											
1080	0.28	110	R	From:	68-646						NA			NA		1999
				To:	68-1081											
1080	0.29	80	R	From:	68-1081						NA			NA		1999
				To:	68-646 NORTH											
1081	0.09	10	R	From:	68-1080						NA			NA		1999
				To:	Cul-de-Sac											
1101	0.20	220	R	From:	68-629						NA			NA		1999
				To:	68-1102											
1101	0.05	20	R	From:	68-1102						NA			NA		1999
				To:	Dead End											
1102	0.08	70	R	From:	68-1101						NA			NA		1999
				To:	Dead End											
1105	0.19	130	R	From:	US 15						NA			NA		11/21/2002
				To:	68-1106											
1106	0.08	30	R	From:	68-1105						NA			NA		11/21/2002
				To:	Cul-de-Sac											
1120	0.17	50	R	From:	Cul-de-Sac						NA			NA		1999
				To:	68-1121											

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2Axle 3+Axle 1Trail 2Trail																	
Orange County																	
1120	0.35	270	R	From	68-1121						NA			NA		1999	
				To	68-621												
1121	0.27	130	R	From	Cul-de-Sac						NA			NA		1999	
				To	68-1120												
2011	0.15	NA		From	68-02013(B)/						NA			NA			
				To	Cul-de-Sac/												
2012	0.13	NA		From	68-02013(B)/						NA			NA			
				To	Dead End/												
2013	0.14	80	R	From	ECL Orange						NA			NA		11/25/2002	
				To	SR 20												
2014	0.20	170	R	From	Dead End						NA			NA		1999	
				To	SR 20												
2015	0.12	160	R	From	Dead End						NA			NA		1999	
				To	SR 20												
2016	0.59	180	R	From	Begin Loop						NA			NA		1999	
				To	End Loop												
2016	0.05	260	R	From							NA			NA		1999	
				To	SR 20												
2017	0.07	30	R	From	68-2016						NA			NA		1999	
				To	Cul-de-Sac												
Town of Gordonsville																	
9302	0.08	130	R	From	68-1004						NA			NA		1999	
				To	Gordonsville Elem Sch												
Orange County																	
9521	0.13	150	R	From	US 522						NA			NA		1999	
				To	Lightfoot Sch												
9725	0.15	220	R	From	US 522						NA			NA		1999	
				To	Unionville Elem Sch												
Town of Orange																	
842 275	Main Street E	0.66	2900	G	From	SR 20 Byrd Street					C	0.105	F	0.541	2900	G	2003
					To	275-844 Selma Rd											
842 275	Rapidan Road	0.18	2100	G	From	Selma Road					C	0.107	F	0.506	2100	G	2003
					To	Boxley Lane											
842 275	Main Street	0.28	1600	G	From	Boxley Ln					F	0.092	F	0.566	1600	G	2003
					To	68-615, NEW ECL Orange											
844 275	Selma Road	0.35	2900	G	From	SR 20 Constitution Road					C	0.137	F	0.711	2900	G	2003
					To	RT 615 Main Street E											
844 275	Red Hill Road	1.05	430	G	From	97%					C	0.097	F	0.537	440	G	2003
					To	Dead End											
845 275	Spicers Mill Road	1.16	1000	G	From	WCL Orange 68-633					C	0.152	F	0.535	1000	G	2003
					To	US 15 Madison Road											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Orange																
	Old Gordodsville Rd	0.35	2400	G	From:	68-647 SCL Orange				F	0.106	F	0.575	2400	G	2003
					To:	Woodcrest Dr										
	Old Gordonsville Road	0.72	2500	G	From:	Woodcrest Drive				C	0.099	F	0.550	2500	G	2003
					To:	US 15 James Madison Hwy										
Piedmont Street		NA		From:	Blue Ridge Dr				NA				NA			
				To:	Mason Street											
Porterfield Drive		490	G	From:	WCL Orange				0.118	F			530	G	2003	
				To:	Montevista Avenue											